









pany approached him. He did not think the Company was very eager to buy the land because they would not become proprietors until the Government agreed to construct a road there at its own cost, and they did not think the land could be got at reduced rates. He thought that in all justice he should be the proprietor. Another letter on the same subject was read from Mr. Bell-Iving stating that Mr. Turner was making a survey of the land for the company with a view to obtaining the best portion of it which he would have done but for Mr. Bell-Iving's application. It was the fact that the land was being surveyed that made him apply for it and his application reached the Government first. The company then declined to bid for the land.

Mr. Francis asked Mr. Bell-Iving if after the statements in the letters he still persisted in his statement in the first instance that he was not recommended to apply for the land.

Mr. Bell-Iving—Most emphatically so. It was my own idea. After reading the letters your Lordship will understand that this complaint Mr. Francis was basing on had nothing to do with me. It was simply a matter between the architects, Messrs. Danby, Palmer and Turner. Mr. Francis then called the witness' attention to a letter from Mr. Jacob Sassoon written on December 29th, 1896, in reference to the erection of a certain table in the new Synagogue.

Witness said he could not remember when the letter was received but two special meetings were held after it came. At the second meeting he very strongly objected to any such tablet being erected in the new Synagogue and as a result he resigned his position of trustee and refused to have anything to do with the new synagogue, and since that time he had not acted in the matter at all. About January 17th, 1897, Mr. Silas called on him trying to persuade him to withdraw his resignation. At the first meeting he had indicated that he would not act as a trustee. He asked Mr. Silas about the site and what they were going to do, as to taking it over.

Mr. Francis—How can you state that you believed after these letters had given up all idea of the land and that you had it for yourself that there was no question about it?

Mr. Bell-Iving—After I purchased the ground Mr. Silas was then coming to me and asking me to wait. That was between the purchase and January 18th. He said that if I would wait and do nothing until the end of the year, he might be able to take it over. I was willing to have the synagogue built and was willing to wait.

Mr. Francis—How did that apply if Mr. Sassoon's tablet was to be erected?

Mr. Bell-Iving—I was still willing to give the site but would have nothing to do with the management. Continuing he said that he was his state of mind till January 18th. When speaking with Mr. Silas the question of funds cropped up and Mr. Silas asked what was the area of the land and the price paid for it. That was regarding the whole lot. Witness said he had seen the figures on the subject from Mr. Moore's books. Mr. Silas might have asked him about keeping the land for the Jewish community for a year, but he could not have agreed. It would be an absurdity or madness. It was not in his power to do so. That was because he had agreed with the Government in regard to these three sites that he would spend \$28,000 in erecting dwellings, making them habitable and valuable within 18 months. If he had agreed to keep the land for 12 months it would have been impossible for him to have erected these dwellings and made his levels within 18 months. He signed a separate contract for each of the three pieces. The lower lot cost \$10,000.

Mr. Francis—And the upper lots?

Mr. Bell-Iving—The two upper lots \$8,000 each.

Mr. Francis—How long is it since you bought the two upper lots?

Mr. Bell-Iving—I think the lots were purchased some time in the month of June, 1896.

Mr. Francis—Have you spent one cent on those two upper lots?

Mr. Bell-Iving—Not a cent.

Mr. Francis—Have you obtained from the Government any extension of your time for building?

Mr. Bell-Iving—Yes, and I found myself in a fix.

Mr. Francis—Have you obtained a similar extension with reference to 1381?

Mr. Bell-Iving—Yes.

Mr. Francis—About what date did you apply for that extension of time?

Mr. Bell-Iving—I was only recently. It is on record.

Mr. Francis—Is it since this suit commenced?

Mr. Bell-Iving—Yes.

Mr. Francis—Is it not quite a usual thing for the Government to grant such extension of time if there is reason for it?

Mr. Bell-Iving—Only under extraordinary circumstances.

Mr. Francis—Have you ever written any letter or note to Mr. Silas telling him expressly that you would keep the lot for a year for the community?

Mr. Bell-Iving—Yes, I signed the letter of 8th March myself.

Mr. Francis—Did you write any previous letters that you would keep the lot for a year?

Mr. Bell-Iving—I don't remember.

Mr. Francis—In your letter of the 12th March you say with reference to the lots "My arrangements to utilize them in conjunction with the land below are too far advanced to permit of my making such a concession as the one proposed."

Will you please tell us what arrangements you had made at that date to utilize these two lots?

Mr. Bell-Iving—Financial arrangements.

Mr. Francis—What do you call financial arrangements?

Mr. Bell-Iving—The converting of some of my securities.

Mr. Francis—Have you any records?

Mr. Bell-Iving—No.

Mr. Francis—Do you mean to tell us that when you convert securities you have no record of them?

Mr. Bell-Iving—They all become merged in my private affairs.

Mr. Francis—Did you at that time realize money for the securities?

Mr. Bell-Iving—I did not.

Mr. Francis—Have you done anything more than realize them in your mind?

Mr. Bell-Iving—Nothing more.

Mr. Francis—Has any of the ground been levelled?

Mr. Bell-Iving—No.

Mr. Francis—What arrangement had you then made which could not be set aside?

Mr. Bell-Iving—I cannot tell you. That is my own private affair. I can't expose my private affairs.

Mr. Francis—Is it not an absolute matter of fact that, beyond a little expense you have incurred with Mr. Danby, you have incurred no expense and made no arrangements whatever that could not be set aside?

Mr. Bell-Iving—It could have been set aside with a little inconvenience to myself.

Mr. Francis—Do you think that this letter to the trustees is a truthful one?

Mr. Bell-Iving—Yes, quite correct.

Mr. Francis—Did you at the time you wrote that letter, communicate to any members to the Jewish Community your proposed arrangements for the utilizing of these lots?

Mr. Bell-Iving—I do not remember.

Mr. Francis—Have you ever told any one of them prior to the 12th March that you wanted a piece of ground specially for an approach to the upper lots?

Mr. Bell-Iving—Yes, I told Mr. Bell-Iving. Mr. Francis—Mr. Bell-Iving is not a Jew. Mr. Bell-Iving—But this is information enough. Mr. Francis—Have you told any of the Jews?

Mr. Bell-Iving—I did not tell them myself, certainly not.

Mr. Francis—Is there anything in the letter to Mr. Bell-Iving about wanting an approach or right-of-way?

Mr. Bell-Iving—No, but there is more than that. Mr. Francis—When these people came to you on 13th March did they not ask you what your objection was to giving them the whole of 1381 and ask you how much you wanted from it?

Mr. Bell-Iving—I told them it was for an approach.

Mr. Francis—Did they then express their willingness to oblige if possible and ask you how much you wanted?

Mr. Bell-Iving—They proposed to give me a right-of-way.

Mr. Francis—Was not it that they were willing to give you for your purpose as much as you reasonably wanted?

Mr. Bell-Iving—They simply stated that they would give me a right-of-way. That was not enough for my purpose.

Mr. Francis—There was a meeting at the architect's office, was there not?

Mr. Bell-Iving—Yes.

Mr. Francis—After discussion and a great deal of conversation I think they were willing to give you 25,000 ft.

Mr. Bell-Iving—They were willing to take that. They were willing to take half of 1381 and a portion of 1382.

Mr. Francis—Was anything said at that meeting about 1382 or was it later?

Mr. Bell-Iving—All dropped up at the same time. Mr. Francis—Did you not insist upon that they should pay the cost of the retaining wall?

Was not that your first demand?

Mr. Bell-Iving—Not demand, because by taking a portion of 1381 it was necessary to build a retaining wall.

Mr. Francis—Did you not put it as a condition that they should pay the cost of the wall?

Mr. Bell-Iving—No, sir.

Mr. Francis—Was not Mr. Danby asked, there and then, what he estimated the cost of the retaining wall?

Mr. Bell-Iving—After conferring with Mr. Orange.

Mr. Francis—What was his estimate?

Mr. Bell-Iving—\$12,000.

Mr. Francis—They were perfectly willing to pay half of that?

Mr. Bell-Iving—They were prepared to give \$5,000.

Mr. Francis—You refused to accept that estimate as a sale or satisfactory one and suggested that the exact cost of the retaining wall should be worked out by Messrs. Danby and Orange?

Mr. Bell-Iving—Yes.

Mr. Francis—When they worked out the estimate of the cost of the retaining wall what did it come to?

Mr. Bell-Iving—A letter some time in the latter part of March with plans, etc., that the retaining wall would cost \$9,000.

Mr. Francis—You required them to pay half of that?

Mr. Bell-Iving—Yes, certainly.

Mr. Francis—Surely when they offered to pay half the cost not exceeding \$5,000 it was solely with reference to the estimate of \$12,000?

Mr. Bell-Iving—Yes, at first.

Mr. Francis—I ask you again, Mr. Bell-Iving, and I ask you to remember that the architects, Messrs. Danby and Orange, will probably give evidence about it, was there any mention on the 12th March that any portion of 1382 should be taken?

Mr. Bell-Iving—Yes. Lot 1382 was not spoken of until that day.

Mr. Francis—On the 12th a certain division was agreed to.

Mr. Bell-Iving—Yes.

Mr. Francis—Was not that a division of 1381 without reference to 1382?

Mr. Bell-Iving—Do you remember what area, what proportion of 1381, was left to you on that day?

Mr. Bell-Iving—About half, that is, 23,000 square feet.

Mr. Francis—You did not want 23,000 square feet for an approach to the upper lots?

Mr. Bell-Iving—A gateway and sliding terrace were required.

Mr. Francis—Did you have any intention of building on that 23,000 ft.

Mr. Bell-Iving—No. Perhaps cottages' quarters at the other end.

Mr. Francis—If you had undertaken to pay the whole cost of the retaining wall, the matter would have gone through?

Mr. Bell-Iving—Yes, readily.

Mr. Francis—Was it not your demand that they should pay half the cost of the retaining wall that the matter fell through?

Mr. Bell-Iving—Naturally.

Mr. Francis—Whose proposal was it that a little bit of 1381 should be thrown in?

Mr. Bell-Iving—The architect's.

Mr. Francis—Which architect?

Mr. Bell-Iving—Danby or Orange.

Mr. Francis—Which architect?

Mr. Bell-Iving—I do not remember.

Mr. Francis—Do you remember the trustees' letter of 12th March?

Mr. Bell-Iving—Yes.

Mr. Francis—Up to the time they wrote that letter they did not know that you wanted the ground?

Mr. Bell-Iving—They did not know from me but they knew it.

Mr. Francis—How did they know it?

Mr. Bell-Iving—From the fact of Mr. Ezekiel knowing it.

Mr. Francis—Could you show any written statement to Mr. Ezekiel stating that you wanted a portion?

Mr. Bell-Iving—I told you that I did not tell him.

Mr. Francis—How did he know?

Mr. Bell-Iving—Mr. Bell-Iving told him.

Mr. Francis—How did you know that Mr. Bell-Iving told him?

Mr. Bell-Iving—That letter was circulated among the directors, of whom Mr. Ezekiel was one, of the Land Investment Co.

Mr. Francis—And that is the way he knew of your intention?

Mr. Bell-Iving—Yes.

Mr. Francis—Do you know that Mr. Ezekiel communicated the contents of that letter to the other trustees?

Witness re-examined by Mr. Pollock said that he had paid crown rent for the lots since they had been purchased.

The Court adjourned for luncheon.

On resuming the Chief Justice had no questions to put to Mr. Bell-Iving.

Mr. W. Danby said he was a civil engineer and architect practicing in this colony, and was formerly the senior partner of Messrs. Danby, Leigs and Orange.

He ceased to be a partner in 1894, and practised by himself. He remembered being consulted by Mr. J. S. Moore in 1890 about a site for a synagogue.

In the beginning of 1891 Mr. Moore sent for witness to his office and told him that they thought of building a new synagogue and could he suggest a site. He suggested one on the Kennedy Road, to the west of the Union Church. He thought that Mr. Moore applied to the Government for it to be put up for sale. Mr. Moore informed witness that he had done so. In consequence of this witness saw Mr. Moore, the two surveyors and

also received instructions from Mr. Moore to make a report and give an estimate of the cost of a new synagogue. Witness did so. Mr. Moore thought that the price of 30 cents per square foot was too high and the matter fell through. It was revised in the 1893 when Mr. Rastburn asked him whether the synagogue could be built at a reduced cost or if it could be built in sections, adding from time to time as the funds increased. Witness was told that the funds were not sufficient and as far as he knew the project lapsed. The next time he had anything to do with the lot in Kennedy Road after January, 1893, was when Mr. Bell-Iving spoke to him about the plot of 1381, east of the Union Church. He told Mr. Bell-Iving that Mr. Cooper wanted 75 cents per square foot and Mr. Bell-Iving then instructed witness to try and get the present 1381 at 15 cents per square foot. Mr. Bell-Iving has no boundaries but told him to get as much as he could. Witness produced plans giving the areas of the lots for which he had applied. When Mr. Bell-Iving told him to apply for the land, he said he intended building on it but that if the Jewish community wanted a corner for a site for a Synagogue he would let them have it. Otherwise he would keep it for himself. It was the eastern corner he referred to of lot 1381. The other lots Mr. Bell-Iving bought were Nos. 1382 and 1383 and were to the south of the other. Mr. Bell-Iving applied for the lower lot first as a feeble attempt to get the Government to take it. He said the Government wanted for the ground. Witness knew Mr. Bell-Iving had the other lots in mind when he applied for the lower lot. He said the Government was willing to let him to build a new house. Witness understood Mr. Bell-Iving intended building his house to the south of lot 1381, on the other two lots. The approach was to be made to the house at the N.W. corner of 1381. Witness all through was acting for Mr. Bell-Iving and he told Mr. Cooper so when he made the application. At Mr. Bell-Iving's request witness was present at the sale, which was held on the Kennedy Road, led by the lot. Mr. Bell-Iving told him he had a number about being able to be present himself. Directed by counsel, witness read Mr. Cooper's letter giving the terms of sale for the upper lots. When the land was sold it was intended that the approach to the upper lot should be through the lower. Mr. Bell-Iving's house was intended to be built on a plateau 20 ft. below the level of the Macdonnell Road. Witness had spoken to both Mr. Silas and Mr. Raymond about Mr. Bell-Iving's intentions regarding the land after 1381 had been applied for. The corner of the east side of 1381 and all along referred to as the synagogue site. The Court adjourned till 10.30 a.m. to-morrow.

## TROOPING SEASON.

The transport *Yelunga* left England for Hongkong on the 11th November with the following details on board:

1st Battalion Royal Lancaster Regiment, 3 officers and 101 N.C. officers and men; Royal Artillery, 1st Battery; Royal Engineers, 2 officers; Army Medical Staff, 2 officers; Medical Staff Corps, 6 N.C. officers and men; Army Ordnance Department, 1 officer; Army Pay Department, 1 N.C. officer; 1st Battalion West Yorkshire Regiment, 1 N.C. officer.

On her way out she calls at Malta to embark the 1st Battalion Royal Lancaster Regiment consisting of 24 officers and 853 other ranks, 3 officers and 20 soldiers' wives; 3 officers and 42 soldiers' children.

The *Yelunga* is due here on the 20th instant and will leave Hongkong on the 27th with the 1st Battalion West Yorkshire Regiment for Singapore. She also takes home sundry details belonging to the Departmental Corps whose reliefs she brings out.

## LATE TELEGRAMS.

ALLAHABAD, October 6th. Sir William Lockhart is empowered to notify to the Afghis and Orakzais the terms on which their submission will be accepted. The terms include the surrender of at least 10,000 rifles, a heavy money fine, and the surrender of hostages to ensure compliance. There will, however, be no lull in the military operations while the tribesmen are considering the terms offered, and all preparations are being made to continue to enforce submission if they do not come in forthwith.

There are no signs yet that the Afghis intend to abandon hostilities, though they are beginning to feel the extent of the pressure that can be put upon them from Tihak and the Bahawal border.

SADDI, November 8th.

At 9.30 a.m., the Officer Commanding the Kapurthala (a tributary Sikh State) Infantry reported that one Subadar and 35 of the rank and file of the regiment were absent. These men were on picket duty on the heights above the right bank of the Karmana river, to the north of the junction with the Gadsura. During yesterday's operations this picket was directed to retire from the heights and join the main body at Jallikot. The picket, however, neglected receipt of the signal, and were seen starting down, but were shortly hidden from the view of the troops at Jallikot by the intervening ravines and scrub-jungles. Before the retirement commenced from Jallikot, which is at the mouth of the Gadsura, and again on their arrival in camp, all pickets were reported to be present. The retirement from Jallikot commenced on the disappearance of the enemy from the heights, and the picket, which was the main body, was a distance of five miles. Information received later no doubt that the Kapurthala men reported missing have been killed. They tried a short cut to get to the bed of the river, but got into a ravine in which jungle was burning, and their line of retreat was cut off. Meanwhile, the enemy appeared above them and hurled down rocks, eventually surrounding the party and cutting them down. The enemy opposed to us yesterday included the Gar and Samli Massals, all sections of the Chamkani, and the refugees from the Tihak country coming to the Maszora and Chamkani.

A survey party was much interfered with, but Gadsura's country covered their retreat, and today, as on every other day, have done yeoman's work. To use them on a hillside over or in an advance retirement is quite a revolution in the work in a nondescript bit of very light clay, and curing a largely reduced number of rounds of ammunition. To these facts their success may be largely ascribed, for they can travel fast and take every advantage of cover. Although they had been engaged more than any other troops, they have only had one man wounded, slightly in the face.

The Lahore paper says that it is rumoured that the permanent occupation of Tihak is under the consideration of Government. Regarding the non-moving of the Peshawar movable column into the Baza Valley, to stop the Afghis, General Lockhart is driving before him, the Lahore paper says that it is a fact that some days ago General Lockhart asked the Sikh authorities for leave to move the force up the valley, foregoing that what has happened would happen. Leave, however, was refused by the Sikh authorities on October 25th.

## NOTES FROM THE NORTH.

(From our own Correspondent.)

TIENTSIN, November 20th.

Local events, and they have been few, have been quite dominated by the reported plans by Germany of some forts at the head of Kiaochow Bay, in the vicinity of which two German Roman Catholic Missionaries are said to have been massacred. So far as the occupation of the forts is carried out merely in relation to this fresh outrage, it has the support and warm approval of the Powers. But a strong impression prevails that Germany has very gladly availed herself of this pretext to obtain a foothold on the China coast, and especially in such an advantageously situated spot as Kiaochow Bay. It is open to question whether, had the massacre taken place in the interior, Germany would have acted with such commendable promptitude. It is also very uncertain as yet whether the German occupation should be considered inimical to or favourable to Russia's policy. Kiaochow Bay has come to be regarded, by virtue of the nine points, as a Russian happy hunting ground, and the Russian occupation by Germany, in spite of Russia's undertaking to China that it shall not be so occupied by any other Power, is strongly suggestive of some mutual arrangement which has only been awaiting an opportunity for execution. We cannot but remember that Germany has been fishing for a port down south for a considerable time. An opinion is also current that for once Germany and England are working in harmony, and that the occupation may be intended as a spoke in Russia's wheel, an idea evidently based upon the *Times*' approval of Germany's action. But the *Times* has occasionally been woefully "off the mark" of late, and too much importance cannot be attached to this in consequence; besides, the context of the article may largely qualify the opinion quoted by Reuters. Providing, however, that no political significance of moment attaches to Germany's act, and that the occupation of the forts has been undertaken purely with the intention of teaching China a lesson, it is in every way satisfactory; but personally I do not believe we shall find this to be the case.

Chinese Authorities have been thrown into a state of great excitement and indignation in Peking, and have hurriedly sent an expedition to Kiaochow Bay, as when the Germans landed 800 men from the *Kotter*, *Kormoran*, and *Arcona*, the first thing they did was to cut the wires and secure themselves against the annoyance of false enquiries from the capital. I hear that our worthy Viceroy, Wang Wen Shao, has been sternly interrogated as to the number of German military instructors now in Chinese employ, and the conditions of their contracts; and also cautioned not to engage any more German instructors, and to be vigilant in the matter of the camp. I should not be surprised to find that every one of the officers now at the various camps is to be immediately paid off, as was the case some time back at Woosung.

Nothing more has transpired here in connection with the Hooley-Jameson or any other loan, but you will be interested to know that Mr. Freligh has been for some time staying in Tientsin, and is very actively engaged just now in endeavouring to arrange some private arrangement with local "means"—there are more ways to "make money" than one; some "resources" might be as correct as literal translation. A large body of one of his schemes I believe, which does not sound much in harmony with a sixteen million loan, does it? He maintains that the loan business is being arranged in London. I expect it is.

Another rather unexpected turn of affairs is the approaching connection of the American Consul with an American firm known as Taylor & Co., otherwise Mr. Spilke, who may be known as a case of some recent events in Hongkong. Such a partnership may be calculated to give the ex-Consul of a great deal of his popularity here. This of course accounts for the milk in the cocoa nut, and how it comes about that Taylor & Co. received such flattering notice in the last U.S. Consular reports from Tientsin. The new American Consul is expected to arrive before the port closes I believe, but cannot say for certain.

The great social events of the week have been the opening of the Girls' School and the foreign butchery, both of which "mean" that the school for long. The school has opened excellently, and has surprised every one with a roll of twenty-three to start with, and promises to be a great boon to the port. The teachers are cultured ladies of most prepossessing manners and appearance, and wear a uniform.

The butchery has also started well. I will not say the whole community has risen as one man in its support, as the prices charged are considerably in advance of those charged by native butchers. But it is fair to say that the meat is as superior as the price, and the beautiful cleanliness and order of the establishment make it a pleasure to visit it. It is in fact a real English butcher's shop, and far superior to anything of the kind in Shanghai. It is to be hoped it will succeed.

We have had our first frost, and Torguhas has had an inch of snow already, so we are a little cooler up here than you are in Hongkong, which is a very good thing for the place, and it is a pity that such a "social" within a few days, which shows Tientsin damsels have spirit as well as ability.

I expect to have some rather spicy news to send you in a few days, if a report which has reached me concerning an individual who has been very much before the public for some weeks past, turns out correct, so more anon.

What surprises me is that this obviously commonsense arrangement was not indulged in before, by private enterprise. The Imperial post with all its faults appears to be settling down to the business in a very good style now, however, and will eventually work well, no doubt.

From all that I have been able to gather in connection with the German occupation at Kiaochow, it appears to be, as I thought of coming to stay, and the repital for the missionaries, under a very happy excuse for doing so. Nothing appears to have happened so opportunely in accord with Germany's plans as the death of these unfortunate men, and one could almost fancy that Germany had been gifted with second sight and foreseen the outrage, so perfectly prepared for it was when it occurred. The German Minister has framed his "demands" to the Chinese Government, and with the majority of them all nations will be perfectly in sympathy, as they are sound and reasonable claims against China under the circumstances. But the two last clauses rather let the cat out of the bag. I see the local paper has obtained a fairly correct rendering of them, which is supported by my information, and I therefore append it.

1. "A sum of Tien 200,000 to be paid to the relatives, at home, of the murdered priests."

2. That the Chinese must build a catholic church on the site of the murders.

3. That the Chinese pay a war indemnity for the cost incurred by the Germans in occupying Kiaochow.

4. That the Governor of Shantung be degraded and never again employed in an official position.

5. That foreign punishment be meted out to the murderers, and to the minor officials responsible under the laws of China.

6. That a monopoly be granted to Germany for the working of all mines in Shantung, and for the development of other industries.

And finally that the whole matter should be settled in Shantung and not in Peking; that Kiaochow should be declared an open port, and a German coaling station.

There are I am told five and not three German men-of-war at Kiaochow, and supplies are being sent them for the winter from Shanghai. It is Germany's idea evidently, as we have seen it suggested at home, to make this a naval station; but how she proposes to combine this and a German coaling station with the ordinary conditions of an "open port" is not quite clear. You will have noticed that Prince Henry of Prussia is coming out with more German boats to take command of the China squadron, and we shall find that he is not



**Auction.****PUBLIC AUCTION.**

THE undersigned have received instructions from H. M. NAVAL STOREKEEPER to Sell by  
**PUBLIC AUCTION**  
ON  
WEDNESDAY, the 8th December, 1897,  
AT NOON,  
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The Kowloon lots can be inspected on Tuesday by intending buyers.  
TERMS OF SALE.—As Customary.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 1st December 1897. [1783]

**Fraternal.**

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zeland Street, on MONDAY, the 7th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 4th December, 1897. [1794]

**Consignee.****NOTICE TO CONSIGNEES.**

THE P. & O. S. N. Co's Steamship  
"MALACCA"  
FROM ANTWERP, LONDON, PORT SAID  
AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From Port Said, 4 S.S. Egypt.  
From Madras, 4 S.S. Lodi.  
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 30th November, 1897. [1795]

**Intimations.****LEVY HERMANOS.**

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Onoda Cement Company, Japan,  
Kasugai Cement Spinning Mill, Japan,  
The Mito Cotton Spinning Mill, Japan,  
Tokyo Cotton Spinning Mill, Japan,  
Hayashi Clock Factory.  
Hongkong, 12th December, 1897. [1804]

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and  
36, DIVISION STREET, KOBE.  
Hongkong, 15th March, 1895. [1457]

**CHS. J. GAUFF & CO.**  
WATCHES, JEWELLERY, AND CLOCK-  
MAKERS, JEWELLERS, SILVER-  
SMITHS, AND OPTICIANS.  
WATCHES AND BOOKS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prize at every Exhibition,  
and for Volkmann and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. [149]

**Intimations.****NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY.)

**PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU J. Jones	NAGASAKI, KOBE and YOKO- HAMA.	MONDAY, 20th December, at 4 P.M.
SANUKI MARU W. Townsend	HAMAMATSU, LONDON and ANT- WERP, VIA STRAITS (Transhipping Cargo for JAPA PORTS), COLOMB, and PORT SAID.	TUESDAY, 21st December, at 4 P.M.
YAMAGUCHI MARU S. Kawamura	KOBE and YOKOHAMA.	THURSDAY, 23rd December, at 4 P.M.
SAGAMI MARU M. J. Curzon	SHANGHAI, CHEMULPO, SHIMO- NOSEKI and KOBE.	FRIDAY, 24th December, at 4 P.M.
TOKIO MARU E. W. Fairwell	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	FRIDAY, 24th December, at 4 P.M.
IZUMI MARU R. Nonaka	BOMBAY, VIA SINGAPORE (Tranship- ping Cargo for JAPA PORTS), and COLOMB.	TUESDAY, 28th December, at Noon.
RIKIU MARU A. E. Moses	SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA and HONOLULU.	THURSDAY, 30th December, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office, at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 2nd December, 1897. [1664]

**EVERY CONSUMPTIVE**

is gradually worn out by extreme exhaustion and emaciation. There is no  
cure, and recovery cannot be expected until the system has strength  
to resist the disease.

**Scott's Emulsion**

is the most natural and most efficient remedy in the world for all  
cases of Tuberculosis, Lung Disease, It is a coughing, relieves  
the inflammation, overcomes the excessive wasting of the system, and  
restores the strength. Its many uses in building up the system are  
too numerous to mention. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS &amp; Co. Hongkong.

**CARBOLINEUM-AVENARIUS**

USED FOR OVER 20 YEARS.

WATKINS &amp; Co. Hongkong.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.Sole Agents for China,  
LUTGINS, EINHORN & Co.,  
Hongkong, 15th September, 1896. [133]**ORDINARY CEMENTIGHT—For Buildings**of Stone, Brick and Plaster of Lime, Cement,  
&c., &c.CEMENTIGHT OIL PAINT, No. 1—Advan-  
tageously used for all Metallic Works,  
steamers, &c., &c.CEMENTIGHT OIL PAINT, No. 2—Made  
with non-chalky Colours, for all applica-  
tions.CEMENTIGHT OIL—For protecting Wood  
from White Ants, Dampness, &c., &c.BARRETTO & Co.,  
Agents for CHINA and JAPAN.  
Hongkong, 8th November, 1897. [1666]**SERRAVALLO'S**

FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC

OR

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its  
great STRENGTH-GIVING PROPERTIES and at the  
same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—  
A. S. WATSON & Co.,  
Hongkong, 1st September, 1896. [138]

WORTH A GUINEA A BOX.

**BEECHAM'S**

PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.ANNUAL SALE SIX MILLION BOXES.  
30 CENTS PER BOX.Prepared only by the Proprietor—  
THOMAS BEECHAM, St. Helens, England.SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA—  
WATKINS & Co.,  
APOTHECARIES' HALL, 66, Queen's Road Central,  
HONGKONG. [191]**Shipping.****SAILING VESSEL.**

FOR SAN FRANCISCO.

THE 100 ft. American Ship.

"NEW YORK"  
Tea-body, Master, strictly equipped here, will load  
for the above Port, and will leave quickly, dispatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Hongkong, 3rd September, 1897. [1655]**Shipping.****SAILING VESSEL.**

FOR SAN FRANCISCO.

THE 100 ft. American Ship.

"NEW YORK"  
Tea-body, Master, strictly equipped here, will load  
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FOR SAN FRANCISCO.

THE 100 ft. American Ship.

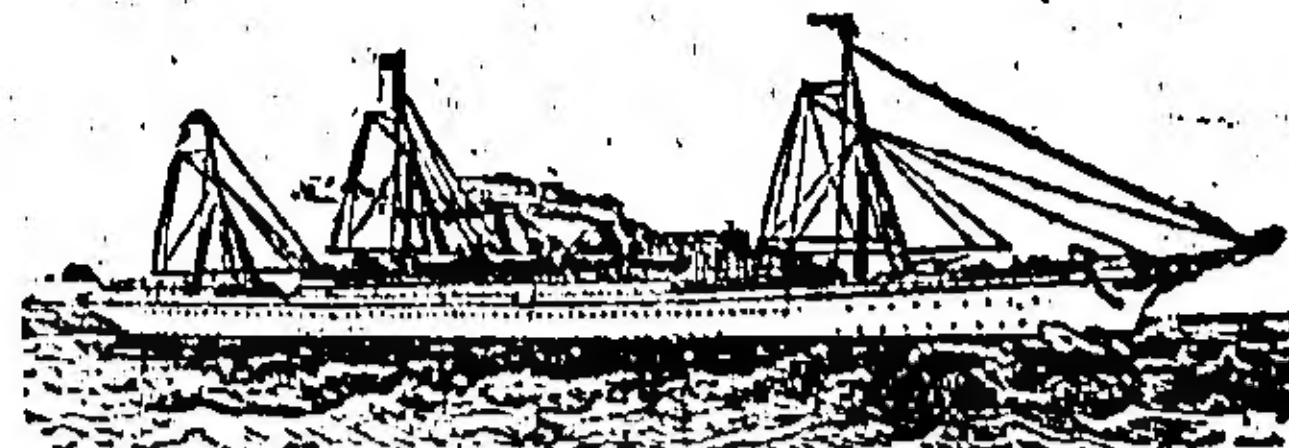
"NEW YORK"  
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SHEWAN, TOMES & Co.,  
Hongkong, 3rd September, 1897. [1655]**Shipping.****SAILING VESSEL.**

FOR SAN FRANCISCO.

THE 100 ft. American Ship.

"NEW YORK"  
Tea-body, Master, strictly equipped here, will load  
for the above Port, and will leave quickly, dispatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Hongkong, 3rd September, 1897. [1655]**Trails****CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.**

1897.



1897.

**SAFETY. SPEED. PUNCTUALITY.**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4000 Tons—10,000 Horse Power—Speed 19 knots.**PROPOSED SAILINGS FROM HONGKONG.**

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 22nd December.  
EMPRESS OF CHINA...Comdr. H. Fyfe, R.N.R...WEDNESDAY, 19th January.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 16th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA  
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 22  
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough  
passages generally experienced in the latitudes further South) and make connection at Vancouver  
with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC  
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE  
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,  
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the  
Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Paddy's Street. [3]

Hongkong, 1st September, 1897.

**OCCIDENTAL & ORIENTAL  
STEAMSHIP  
COMPANY.**

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Proposed sailings from Hongkong.

Delphi (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Tuesday, 7th Dec., at Noon.

Capitol (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Tuesday, 28th Dec., at Noon.

Gaulle (via Shanghai, Nagasaki, Kobe, Inland Sea and Honolulu)..... Saturday, 15th Jan., at Noon.

THE Company's Steamship

"BELGIC"  
will be despatched for SAN FRANCISCO, via  
AMOI, SHANGHAI, NAGASAKI, KOBE,  
INLAND SEA and YOKOHAMA on TUES-  
DAY, the 7th Dec., 1897, at Noon.Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.Passengers holding Orders FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option  
of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and  
RIO GRANDE, and other direct connecting  
Railways, and from Chicago to destination the  
choice of direct lines.Particulars of the various routes can be  
had on application.Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Service, to European  
Officials in service of China and Japan, and to  
Government officials and their families.Passengers who have paid full fare re-embarking  
at San Francisco for China or Japan (on vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.J. S. VAN BUREN, Agent.  
Hongkong, 2nd September, 1897. [18]**F. BLACKHEAD & CO.,**SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS AND  
GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR  
HARTMANN'S RAHTTEN'S GENUINE  
COMPOSITION RED HAND BRAND.  
HARTMANN'S GREY PAINT.  
DAHLER'S PATENT MOTOR LAUNCHES  
&c., &c.Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES—  
ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 14th May, 1896. [139]**Trails****NORDDEUTSCHER LLOYD.****NOTICE.**

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN and HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA and BALTIC PORTS:

also  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, and SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

**PROPOSED SAILINGS FROM HONGKONG.**

(SUBJECT TO ALTERATION.)

Bayern ..... Tuesday... 7th Dec.

Prinz Heinrich ..... Tuesday... 14th Jan.

Prinzess ..... Tuesday... 11th Feb.

Sachsen ..... Tuesday... 1st March.

ON TUESDAY, the 7th day of December,  
1897, at 9 A.M., the Company's Steamship  
"BAVARIAN" Captain E. Prehn, with  
MAILS, PASSENGERS, SPECIE and CARGO,  
will leave this Port as above, calling at NAPLES  
and GENOA.Shipping Orders will be granted till Noon on  
SATURDAY, the 4th Dec. Cargo and Specie  
will be received on board until 5 P.M. on MONDAY  
the 6th Dec., and Parcels will be received at  
the Agency's Office until Noon on MONDAY, the  
6th Dec. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
25 lbs and Parcels should not exceed Two Feet  
Cubic Measurement.The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 8th November, 1897. [1793]**THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.****STEAM FOR**

STRAITS, CEYLON, AUSTRIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH and LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERMAN GULF, CONTINENTAL and  
AMERICAN PORTS.)**THE Steamship****"MIRZAPORE."**Captain T. Wickenden, carrying Her Majesty's  
Mails, will be despatched from this Port for  
BOMBAY, &c., on THURSDAY, the 16th Dec.,  
at Noon, taking Passengers and Cargo for the  
above Ports.All Cargo for France and London will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 3rd December, 1897. [13]**NORTHERN PACIFIC STEAMSHIP COMPANY.**VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.**PROPOSED SAILINGS FROM  
HONGKONG.**FOR VICTORIA, B.C., and TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Braemar [3,601] E. Porter ..... Dec. 21.

Columbia [2,505] A. Gow ..... Jan. 11.

Tacoma [2,519] A. Dixon ..... Feb. 1.

Victoria [3,167] J. Pantou, R.M.R. .... Feb. 22.

Also  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION  
COMPANY.

Olympia [2,603] Dobson ..... Dec. 14.

Mogul [3,054] W. H. Wright ..... Jan. 4.

Fulcan [2,338] A. Gove ..... Feb. 8.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line,  
HONGKONG TO LONDON, &c.Excellent accommodation. First-class Table,  
DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, &amp;c.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK with its  
geysers to EUROPE may be seen by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, &amp;c.

Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.Through Bills of Lading issued to Pacific  
Coast Ports, and to Canada and United  
States Ports.Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Portland,  
Or, (whichever may be the destination of the  
freight).Parcels must be sent to our Office (with address  
marked in full) by 5 P.M. the day previous to  
sailing.For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 4th November, 1897. [14]**THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.**